

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

04

Amelia County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Amelia Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
38	1.10	3800	G	91%	2%	3%	2%	3%	0%	F	0.103	F	0.607	3800	G	2002
						From: US 360 Bus										
						To: 04-1013										
38 (1013)	0.05	2300	R								NA		NA			1991
						From: RT 614										
38 (1014)	0.08	1200	R								NA		NA			1991
						To: 04-1014										
38	5.80	1200	G	91%	2%	3%	2%	3%	0%	F	0.092	F	0.526	1200	G	2002
						From: SR 153 Scotts Fork										
						To: Nottoway County Line										
153	4.70	2300	G	93%	1%	4%	0%	2%	0%	F	0.107	F	0.507	2300	G	2002
						From: 04-708 Near Wilson Corner										
153	3.01	3900	G	93%	1%	4%	0%	2%	0%	F	0.094	F	0.555	3800	G	2002
						From: SR 38 Scotts Fork										
153	1.25	4000	G	93%	1%	4%	0%	2%	0%	F	0.096	F	0.718	4000	G	2002
						From: 04-628										
153	1.67	3700	G	93%	1%	4%	0%	2%	0%	F	0.099	F	0.734	3700	G	2002
						To: US 360 Whites Mill										
						From: Nottoway County Line										
307	1.07	5000	G	88%	1%	2%	1%	8%	1%	F	0.082	F	0.604	4800	G	2002
						To: US 360										
						From: Nottoway County Line										
360	0.49	6700	G	89%	1%	2%	1%	7%	1%	F	0.076	F	0.584	6600	G	2002
						To: SR 307										
360	8.55	12000	G	89%	1%	2%	1%	7%	1%	F	0.076	F	0.582	12000	G	2002
						From: 04-681										
360	2.64	14000	A	89%	1%	2%	1%	7%	1%	B	0.1	A	0.541	14000	A	2002
						From: US 360 Bus										
360	2.77	15000	G	89%	1%	2%	1%	7%	1%	F	0.079	F	0.583	15000	G	2002
						To: 04-604										
360	3.37	16000	G	89%	1%	2%	1%	7%	1%	F	0.08	F	0.655	16000	G	2002
						To: Chesterfield County Line										
						From: US 360 West of Amelia										
Bus 360	2.94	6200	G	94%	1%	3%	1%	1%	0%	F	0.087	F	0.546	6100	G	2002
						To: US 360 East of Amelia										
						From: 04-622 SOUTH										
600	1.10	120	R								NA		NA			04/19/2000
						To: 04-610 EAST										
						From: 04-610 WEST										
600	2.80	200	R								NA		NA			04/19/2000
						To: 04-708 EAST										
						From: 04-708 WEST										
600	1.70	110	R								NA		NA			04/19/2000
						To: 04-622 NORTH										
						From: 04-606										
601	0.70	3	R								NA		NA			04/19/2000
						To: Dead End										
						From: SR 38 SR 153										
602	3.90	600	G	82%	1%	4%	5%	7%	0%	C	0.097	F	0.627	600	G	2002
						To: 04-612										
602	1.34	940	G	82%	1%	4%	5%	7%	0%	F	0.111	F	0.737	930	G	2002
						To: Chesterfield County Line										
						From: 04-640										
603	3.55	410	R								NA		NA			04/05/2000
						To: 04-614										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
603	1.45	250	R			From: 04-614					NA			NA		04/05/2000
603	2.30	80	R			From: 04-701					NA			NA		04/05/2000
						To: Dead End										
604	1.44	2900	G	88%	1%	3%	3%	5%	0%	F	0.092	F	0.513	2900	G	2002
604	1.61	2100	G	88%	1%	3%	3%	5%	0%	F	0.095	F	0.572	2100	G	2002
604	1.50	2000	G	88%	1%	3%	3%	5%	0%	C	0.094	F	0.662	2000	G	2002
604	2.51	2500	G	88%	1%	3%	3%	5%	0%	F	0.097	F	0.734	2400	G	2002
						To: Powhatan County Line										
605	0.44	290	R			From: US 360 BUS SOUTH					NA			NA		04/26/2000
						To: US 360 BUS NORTH										
606	3.48	160	R			From: 04-610					NA			NA		1997
						To: 04-612										
607	4.10	390	R			From: 04-615					NA			NA		04/19/2000
						To: 04-614										
608	5.17	630	G	94%	1%	4%	0%	1%	0%	C	0.122	F	0.587	620	G	2002
608	1.76	130	R			From: SR 153					NA			NA		04/17/2000
						To: Dead End										
609	2.74	1400	G	91%	0%	3%	1%	4%	0%	F	0.09	F	0.555	1400	G	2002
609	2.16	1800	A	91%	0%	3%	1%	4%	0%	A	0.11	A	0.552	1900	A	2002
609	2.22	1200	G	91%	0%	3%	1%	4%	0%	F	0.104	F	0.582	1200	G	2002
609	0.86	1700	G	91%	0%	3%	1%	4%	0%	F	0.105	F	0.726	1600	G	2002
609	1.38	1600	G	91%	0%	3%	1%	4%	0%	F	0.11	F	0.788	1600	G	2002
						To: Powhatan County Line										
610	2.25	200	R			From: Nottoway County Line					NA			NA		1997
610	2.20	130	R			From: 04-600 EAST					NA			NA		1997
						To: 04-708										
612	1.70	480	G			From: Nottoway County Line					0.084	F	0.607	470	G	2002
612	2.10	730	G			From: 04-670					NA			720	G	2002
612	0.20	920	G			From: 04-674					0.102	F	0.620	910	G	2002
612	0.65	800	G			From: 04-708 SOUTH 04-708 NORTH					0.09	F	0.722	800	G	2002
						To: 04-719										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
612	1.20	650	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.769	640	G	2002
						From: 04-719										
612	1.45	680	G	97%	1%	1%	0%	1%	0%	C	0.100	F	0.899	670	G	2002
						From: 04-659 NORTH										
612	2.30	1100	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.751	1100	G	2002
						From: 04-622										
						To: 04-602										
613	0.04	180	R								NA		NA			1996
						From: 04-615										
						To: 04-614										
614	0.89	570	G	94%	1%	3%	1%	2%	0%	F	0.109	F	0.631	560	G	2002
						From: Nottoway County Line										
						To: 04-615 EAST										
614	2.17	700	G	94%	1%	3%	1%	2%	0%	C	0.114	F	0.642	700	G	2002
						From: 04-615 WEST										
614	0.38	730	G	94%	1%	3%	1%	2%	0%	F	0.115	F	0.541	720	G	2002
						From: 04-720 SOUTH										
614	1.15	1000	G	94%	1%	3%	1%	2%	0%	F	0.113	F	0.63	1000	G	2002
						From: 04-608										
614	1.07	1200	G	94%	1%	3%	1%	2%	0%	F	0.113	F	0.65	1200	G	2002
						From: 04-666										
614	0.82	1900	G	94%	1%	3%	0%	2%	0%	F	0.118	F	0.676	1900	G	2002
						From: 04-607										
614	1.18	2300	G	94%	1%	3%	0%	2%	0%	C	0.115	F	0.702	2300	G	2002
						From: 04-603										
614	0.48	2600	G	94%	1%	3%	0%	2%	0%	F	0.095	F	0.689	2600	G	2002
						From: 04-624										
614	0.64	3100	G	94%	1%	3%	0%	2%	0%	F	0.113	F	0.574	3100	G	2002
						From: 04-1013; 04-1014										
						To: US 360 BUS										
615	1.90	300	R								NA		NA			04/20/2000
						From: Nottoway County Line										
615	0.04	90	R								NA		NA			04/20/2000
						From: 04-613										
615	1.45	300	R								NA		NA			04/20/2000
						From: 04-614 WEST										
						To: 04-614 EAST										
615	3.86	80	R								NA		NA			04/20/2000
						From: 1.45 ME 04-614 E										
615	0.15	90	R								NA		NA			04/20/2000
						From: 04-641										
615	0.19	130	R								NA		NA			04/20/2000
						From: 0.15 ME 04-641										
615	1.06	130	R								NA		NA			04/20/2000
						From: 0.20 ME 04-641										
615	1.71	160	R								NA		NA			04/20/2000
						From: SR 153										
						To: 04-708										
616	0.32	850	R								NA		NA			04/24/2000
						From: Nottoway County Line										
616	1.36	980	R								NA		NA			04/24/2000
						From: 04-657 NORTH										
						To: 04-694										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
(616)	1.84	980	R			From: 04-694					NA			NA		04/24/2000
(616)	1.45	1100	R			From: 04-617 SOUTH					NA			NA		04/24/2000
(616)	3.52	510	R			From: 04-621					NA			NA		04/24/2000
(616)	0.80	900	R			From: 04-642					NA			NA		04/24/2000
(616)	0.48	660	R			From: 04-644 NORTH					NA			NA		06/21/2000
(616)	2.96	670	R			From: 04-688					NA			NA		04/27/2000
(616)	3.48	710	R			From: 04-681					NA			NA		04/27/2000
(616)	0.75	940	G			From: 04-636 WEST				F	0.108	F	0.706	930	G	2002
(616)	2.49	900	G			From: 04-636 EAST				C	0.104	F	0.868	890	G	2002
(616)	0.41	1800	G			From: 04-609 WEST				F	0.105	F	0.554	1800	G	2002
(616)	2.70	820	G			From: 04-609 EAST				F	0.114	F	0.717	810	G	2002
(616)	1.42	1000	G			From: 04-652				C	0.105	F	0.8	1000	G	2002
						To: 04-604										
(617)	5.60	470	R			From: 67-620; 73-617					NA			NA		1997
(617)	3.20	460	R			From: 04-616 SOUTH					NA			NA		1997
						To: 04-616 NORTH										
						To: 04-642										
(618)	3.45	180	R			From: Prince Edward County Line					NA			NA		04/27/2000
						To: 04-616										
(619)	3.85	50	R			From: Prince Edward County Line					NA			NA		04/27/2000
(619)	3.30	160	R			From: 04-650					NA			NA		04/27/2000
(619)	0.20	330	R			From: 04-675					NA			NA		04/27/2000
						To: 04-617										
(620)	2.71	130	R			From: 04-616					NA			NA		04/27/2000
(620)	1.05	150	R			From: 04-621 SOUTH					NA			NA		04/27/2000
(620)	1.80	70	R			From: 04-621 NORTH					NA			NA		04/27/2000
						To: Cumberland County Line										
(621)	4.15	220	R			From: 04-616					NA			NA		04/21/2000
						To: 04-620 SOUTH										
(621)	0.10	90	R			From: 04-620 NORTH					NA			NA		04/21/2000
						To: 0.10 MN 04-620										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
621	1.70	120	R			From: 0.10 MN 04-620					NA			NA		04/21/2000
621	2.00	190	R			From: 04-644					NA			NA		04/21/2000
622	1.20	100	R			To: Cumberland County Line					NA			NA		04/21/2000
622	4.61	180	R			From: Dinwiddie County Line					NA			NA		04/21/2000
622	4.00	270	R			From: 04-600					NA			NA		04/21/2000
622	2.60	250	R			To: 04-708					NA			NA		04/21/2000
622	2.60	250	R			From: 04-600					NA			NA		04/21/2000
622	2.60	250	R			To: 04-612					NA			NA		04/21/2000
623	0.67	520	R			From: 04-708					NA			NA		04/17/2000
623	4.10	390	R			To: 04-646					NA			NA		04/17/2000
623	4.10	390	R			From: Dinwiddie County Line					NA			NA		04/17/2000
624	0.60	420	R			From: 04-656; 04-687					NA			NA		1996
624	1.70	310	R			To: US 360					NA			NA		1996
624	1.70	310	R			From: 04-614					NA			NA		1996
625	0.80	200	R			To: Dinwiddie County Line					NA			NA		1997
625	0.80	200	R			From: 04-610					NA			NA		1997
626	0.01	890	R			From: US 360 BUS					NA			NA		04/26/2000
626	0.01	890	R			To: 04-629					NA			NA		04/26/2000
627	3.81	340	R			From: SR 38					NA			NA		1997
627	3.81	340	R			To: US 360					NA			NA		1997
628	3.00	670	R			From: SR 153					NA			NA		04/19/2000
628	0.50	1300	R			To: 04-703					NA			NA		04/19/2000
628	0.50	1300	R			From: US 360					NA			NA		04/19/2000
629	0.82	190	R			From: 04-609					NA			NA		1997
629	0.77	650	R			To: 04-626					NA			NA		1997
629	0.77	650	R			From: 04-630					NA			NA		1997
630	0.27	1100	R			From: US 360					NA			NA		04/24/2000
630	0.70	1300	R			To: 04-629					NA			NA		04/24/2000
630	0.70	1300	R			From: 04-661					NA			NA		04/24/2000
630	2.00	790	R			To: 04-609					NA			NA		04/24/2000
630	2.60	680	R			From: 04-609					NA			NA		04/24/2000
630	2.60	680	R			To: 04-681					NA			NA		04/24/2000

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
631	0.30	230	R			From: 04-604					NA			NA		1997
631	0.80	230	R			From: 0.30 ME 04-604					NA			NA		1997
631	0.02	30	R			From: 04-722					NA			NA		1997
						To: Dead End										
632	4.84	410	R			From: 04-604					NA			NA		04/05/2000
						To: 04-616										
633	1.37	300	R			From: 04-609					NA			NA		1997
						To: 04-632										
634	0.22	70	R			From: Dead End					NA			NA		04/17/2000
634	0.14	860	R			From: 04-1016					NA			NA		04/17/2000
						To: 04-614										
635	1.12	240	R			From: 04-604					NA			NA		04/05/2000
635	1.28	190	R			From: 1.12 ME 04-604					NA			NA		04/05/2000
						To: Dead End										
636	4.86	200	R			From: 04-604					NA			NA		04/05/2000
636	4.33	360	R			From: 04-609					NA			NA		04/05/2000
636	1.70	230	R			From: 04-616 WEST 04-616 EAST					NA			NA		04/05/2000
636	1.39	90	R			From: 04-637					NA			NA		04/05/2000
636	0.51	8	R			From: 1.40 MN 04-637					NA			NA		04/05/2000
						To: Dead End										
637	2.99	140	R			From: 04-636					NA			NA		1997
						To: 04-609										
638	1.15	100	R			From: 04-681					NA			NA		04/05/2000
						To: Dead End										
639	3.30	320	R			From: US 360					NA			NA		1997
639	1.60	630	R			From: 04-687					NA			NA		1997
						To: 04-681										
640	0.08	560	R			From: 04-671					NA			NA		04/20/2000
640	1.20	310	R			From: 04-1101					NA			NA		04/20/2000
640	3.42	100	R			From: 04-691					NA			NA		04/20/2000
640	0.58	180	R			From: 3.42 ME 04-691					NA			NA		04/20/2000
						To: 04-649										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
640	1.25	100	R			From: 04-649					NA			NA		04/20/2000
640	1.90	140	R			From: 1.25 MN 04-649					NA			NA		04/20/2000
640	1.20	500	R			From: 04-603					NA			NA		04/20/2000
640	1.45	150	R			From: US 360					NA			NA		04/05/2000
640						To: 04-639										
641	2.10	110	R			From: SR 153					NA			NA		1997
641						To: 04-615										
642	0.18	130	R			From: 04-671					NA			NA		1996
642	3.52	1100	G	95%	1%	2%	1%	1%	0%	C	0.097	F	0.676	1100	G	2002
642	3.72	250	G	92%	2%	6%	0%	1%	0%	C	0.134	F	0.515	250	G	2002
642						To: 04-616										
643	3.35	320	R			From: 04-616					NA			NA		04/05/2000
643						To: 04-681										
644	4.05	620	R			From: 04-681					NA			NA		04/24/2000
644	2.54	230	R			To: 04-616 SOUTH										
644						From: 04-616 NORTH										
644	1.21	240	R			From: 2.55 MN 04-616 N					NA			NA		04/24/2000
644						To: 04-621										
645	3.51	380	R			From: SR 307					NA			NA		04/27/2000
645	1.40	330	R			To: 04-657					NA			NA		04/27/2000
645						To: 04-616										
646	2.40	90	R			From: 04-623					NA			NA		04/19/2000
646						To: Dead End										
648	2.50	100	R			From: 04-608					NA			NA		04/19/2000
648	0.50	140	R			From: 04-663					NA			NA		04/19/2000
648						To: SR 38										
649	1.55	100	R			From: 04-640					NA			NA		1997
649						To: 04-607										
650	1.60	150	R			From: 04-619					NA			NA		04/27/2000
650						To: 04-621										
651	0.50	270	R			From: 04-616					NA			NA		04/05/2000
651	1.00	130	R			From: 04-692					NA			NA		04/05/2000
651						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
652	0.88	170	R			From: 04-616 To: Dead End					NA			NA		1997
653	2.70	240	R			From: 04-608 WEST To: 04-608 EAST					NA			NA		04/17/2000
654	0.85	90	R			From: Dead End To: 79-307					NA			NA		1997
655	3.13	160	R			From: 04-616 To: 04-642					NA			NA		04/24/2000
656	0.75	110	R			From: US 360 WEST To: 04-721					NA			NA		1997
656	2.07	170	R			From: 04-1030 To: 04-1030					NA			NA		1997
656	0.86	400	R			From: 04-681 To: 04-681					NA			NA		1997
656	0.46	1800	G	94%	1%	2%	1%	2%	0%	C	0.096	F	0.602	1700	G	2002
656	0.20	1100	G	93%	1%	4%	2%	1%	0%	F	0.102	F	0.576	1100	G	2002
656	0.20	470	G	93%	1%	4%	2%	1%	0%	C	0.106	F	0.667	460	G	2002
657	0.65	30	R			From: Dead End To: 04-616 SOUTH					NA			NA		04/27/2000
657	3.07	60	R			From: 04-616 NORTH To: 04-645					NA			NA		04/27/2000
658	2.30	190	R			From: 04-645 To: US 360					NA			NA		1997
658	0.10	400	R			From: 04-671 To: 04-671					NA			NA		1997
659	2.80	70	R			From: 04-612 To: 04-612					NA			NA		04/19/2000
660	0.95	140	R			From: Dead End To: 04-704					NA			NA		04/17/2000
660	0.60	250	R			From: 04-608 To: 04-608					NA			NA		04/17/2000
661	1.10	350	R			From: 04-636 To: 04-630					NA			NA		1997
662	0.60	200	R			From: 04-38 To: 04-699					NA			NA		04/27/2000
662	0.40	10	R			From: Dead End To: Dead End					NA			NA		04/27/2000
663	0.50	40	R			From: 04-648 To: Dead End					NA			NA		04/19/2000

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
664	0.70	10	R			From: Dead End To: 04-708					NA			NA		04/19/2000
665	0.57	390	R			From: Dead End To: US 360					NA			NA		04/19/2000
666	0.90	110	R			From: Dead End To: 04-614					NA			NA		04/17/2000
667	1.00	100	R			From: 04-681 To: 1.00 ME 04-681					NA			NA		04/05/2000
667	1.00	50	R			From: 1.00 ME 04-681 To: Dead End					NA			NA		04/05/2000
668	0.08	20	R			From: 04-608 To: Dead End					NA			NA		1997
669	0.70	130	R			From: 04-681 To: Dead End					NA			NA		06/21/2000
670	0.80	220	R			From: Dead End To: 04-612					NA			NA		04/19/2000
671	0.24	30	R			From: Dead End To: 04-712					NA			NA		04/19/2000
671	0.50	110	R			From: 04-712 To: US 360 WEST					NA			NA		04/19/2000
671	1.64	300	G	91%	1%	2%	0%	5%	0%	C	0.1	F	0.63	290	G	2002
672	1.10	60	R			From: 04-616 To: Dead End					NA			NA		04/05/2000
673	0.50	310	R			From: 04-616 To: 04-686					NA			NA		04/24/2000
673	1.00	90	R			From: 04-686 To: Dead End					NA			NA		04/24/2000
674	1.40	100	R			From: Dead End To: 04-612					NA			NA		1997
675	0.80	90	R			From: 04-619 To: Dead End					NA			NA		04/27/2000
676	0.35	80	R			From: 04-643 To: Dead End					NA			NA		04/05/2000
677	0.75	130	R			From: Dead End To: 04-608					NA			NA		04/17/2000
678	0.20	230	R			From: 04-642 To: 04-711					NA			NA		04/27/2000
678	0.10	80	R			From: 04-711 To: Dead End					NA			NA		04/27/2000

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
(679)	1.00	100	R			From: US 360					NA			NA		04/19/2000
						To: Dead End										
(680)	0.45	60	R			From: Dead End					NA			NA		04/05/2000
						To: 04-614										
(681)	0.46	770	G	89%	1%	4%	2%	4%	0%	F	0.126	F	0.510	760	G	2002
						From: US 360										
(681)	1.08	1800	G	89%	1%	4%	2%	4%	0%	F	0.104	F	0.721	1800	G	2002
						From: 04-656										
(681)	1.48	1900	G	89%	1%	4%	2%	4%	0%	F	0.107	F	0.641	1800	G	2002
						From: 1.08MN 04-656										
(681)	2.20	1500	G	89%	1%	4%	2%	4%	0%	C	0.101	F	0.684	1500	G	2002
						From: 04-630										
(681)	1.34	1400	G	84%	1%	4%	1%	10%	0%	F	0.088	F	0.741	1400	G	2002
						From: 04-639										
(681)	1.56	790	G	84%	1%	4%	1%	10%	0%	F	0.085	F	0.656	780	G	2002
						From: 04-644										
(681)	1.51	750	G	84%	1%	4%	1%	10%	0%	C	0.094	F	0.62	740	G	2002
						From: 04-667										
(681)	1.80	560	G	84%	1%	4%	1%	10%	0%	F	0.095	F	0.651	550	G	2002
						From: 04-616										
(681)	0.39	590	R			From: 04-643					NA			NA		1997
						To: Powhatan County Line										
(682)	2.09	250	R			From: Nottoway County Line					NA			NA		04/17/2000
						To: SR 153										
(683)	0.15	100	R			From: 04-705					NA			NA		04/26/2000
						To: 04-710										
(683)	0.15	10	R			From: 04-710					NA			NA		04/26/2000
						To: 0.15 MN 04-710										
(683)	0.35	30	R			From: 0.15 MN 04-710					NA			NA		04/26/2000
						To: Dead End										
(684)	0.70	90	R			From: 04-658					NA			NA		04/27/2000
						To: Dead End										
(685)	0.50	30	R			From: Dead End					NA			NA		04/19/2000
						To: 0.50 MN Dead End										
(685)	0.25	70	R			From: 0.50 MN Dead End					NA			NA		04/19/2000
						To: 04-708										
(686)	0.95	200	R			From: 04-673					NA			NA		04/24/2000
						To: Dead End										
(687)	1.80	480	R			From: 04-624; 04-656					NA			NA		1997
						To: 04-639										
(688)	0.60	70	R			From: 04-616					NA			NA		04/24/2000
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
689	0.40	70	R			From: Dead End					NA		NA			04/17/2000
						To: 04-614										
690	0.70	10	R			From: Dead End					NA		NA			04/19/2000
						To: 04-600										
691	0.70	40	R			From: Dead End					NA		NA			04/17/2000
						To: 04-640										
692	0.65	110	R			From: 04-651					NA		NA			04/05/2000
						To: Dead End										
693	0.10	40	R			From: Dead End					NA		NA			04/27/2000
						To: 04-671										
694	0.80	30	R			From: 04-616					NA		NA			04/27/2000
						To: Dead End										
695	0.40	60	R			From: Dead End					NA		NA			04/27/2000
						To: 04-607										
696	1.00	100	R			From: SR 153					NA		NA			04/27/2000
						To: Dead End										
697	0.96	400	R			From: US 360					NA		NA			1997
						To: 04-640										
698	0.62	30	R			From: US 360 WEST					NA		NA			04/05/2000
						To: US 360 EAST										
699	0.20	10	R			From: 04-662					NA		NA			04/27/2000
						To: Dead End										
700	0.30	100	R			From: Dead End					NA		NA			04/24/2000
						To: 04-605										
701	0.50	40	R			From: 04-603					NA		NA			04/05/2000
						To: Dead End										
702	1.50	140	R			From: Dead End					NA		NA			04/19/2000
						To: 04-612										
703	0.67	40	R			From: 04-628					NA		NA			1997
						To: Dead End										
704	1.00	60	R			From: Dead End					NA		NA			04/17/2000
						To: 04-660										
705	0.25	150	R			From: Cul-de-Sac					NA		NA			1997
						To: 04-1121										
705	0.10	250	R			From: 04-1121					NA		NA			1997
						To: 04-1120										
705	0.05	450	R			From: 04-1120					NA		NA			1997
						To: US 360										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
(705)	0.54	160	R			From: US 360					NA			NA		1997
(705)	0.10	180	R			From: 04-683					NA			NA		1997
(705)						To: 04-604										
(706)	0.30	200	R			From: Dead End					NA			NA		04/05/2000
(706)						To: SR 38										
(707)	0.70	30	R			From: Dead End					NA			NA		04/27/2000
(707)						To: 04-618										
(708)	3.53	600	G	85%	1%	6%	2%	6%	0%	F	0.097	F	0.689	590	G	2002
(708)	0.26	690	G	85%	1%	6%	2%	6%	0%	C	0.103	F	0.647	680	G	2002
(708)						From: 04-623										
(708)	2.28	460	G	88%	2%	6%	1%	4%	0%	F	0.107	F	0.68	450	G	2002
(708)						From: 04-622										
(708)	2.17	470	G	88%	2%	6%	1%	4%	0%	F	0.112	F	0.667	460	G	2002
(708)						From: 04-610										
(708)	1.41	690	G	88%	2%	6%	1%	4%	0%	C	0.103	F	0.623	680	G	2002
(708)						From: 04-600 EAST										
(708)	0.11	1300	G	88%	2%	6%	1%	4%	0%	F	0.1	F	0.556	1300	G	2002
(708)						From: 04-612 EAST										
(708)	1.30	880	G	91%	2%	3%	1%	4%	0%	F	0.098	F	0.569	870	G	2002
(708)						From: 04-612 WEST										
(708)	2.42	890	G	91%	2%	3%	1%	4%	0%	C	0.101	F	0.787	880	G	2002
(708)						From: 04-615										
(708)						To: SR 153										
(709)	1.00	30	R			From: 04-600					NA			NA		04/19/2000
(709)						To: Dead End										
(710)	0.15	40	R			From: Dead End					NA			NA		04/26/2000
(710)						To: 04-683										
(711)	0.50	180	R			From: 04-678					NA			NA		04/27/2000
(711)						To: Dead End										
(712)	0.12	20	R			From: Dead End					NA			NA		04/17/2000
(712)						To: 04-671										
(713)	0.60	110	R			From: 04-609					NA			NA		04/05/2000
(713)						To: Dead End										
(714)	0.50	70	R			From: Dead End					NA			NA		04/05/2000
(714)						To: 04-681										
(715)	0.50	60	R			From: 04-612					NA			NA		04/19/2000
(715)						To: Dead End										
(716)	0.70	120	R			From: Dead End					NA			NA		1997
(716)						To: 04-609										
(717)	0.20	46	R			From: 04-614					NA			NA		04/05/2000
(717)						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
(718)	0.20	100	R			From: 04-630 To: Dead End					NA			NA		04/24/2000
(719)	0.80	160	R			From: Dead End To: 04-612					NA			NA		04/19/2000
(720)	0.40	47	R			From: 04-614 To: 04-614					NA			NA		04/17/2000
(721)	0.10	330	R			From: US 360 To: 04-656					NA			NA		1997
(722)	0.34	130	R			From: 04-631 To: 04-725					NA			NA		04/05/2000
(723)	0.15	60	R			From: Dead End To: 04-612					NA			NA		04/19/2000
(724)	0.20	20	R			From: Dead End To: 04-641					NA			NA		04/19/2000
(725)	0.28	90	R			From: 04-722 To: Cul-de-Sac					NA			NA		1997
(730)	0.40	80	R			From: Nottoway County Line To: Dead End					NA			NA		04/19/2000
(733)	0.47	30	R			From: Dead End To: 04-616					NA			NA		1997
(735)	0.47	49	R			From: Dead End To: 04-681					NA			NA		04/05/2000
(737)	0.80	100	R			From: Dead End To: 04-639					NA			NA		04/05/2000
(740)	0.36	190	R			From: 04-636 To: 04-632					NA			NA		1997
(1001)	0.22	150	R			From: SR 38 To: 04-1002					NA			NA		04/05/2000
(1002)	0.23	650	G	93%	3%	2%	1%	1%	0%	F	0.145	F	0.610	640	G	2002
(1002)	0.15	380	G	93%	3%	2%	1%	1%	0%	C	0.113	F	0.619	370	G	2002
(1002)	0.58	240	R			From: 04-1001 To: Dead End					NA			NA		1997
(1003)	0.16	110	R			From: Dead End To: 04-1008					NA			NA		04/19/2000
(1003)	0.12	170	R			From: 04-1009 To: SR 38					NA			NA		04/19/2000
(1003)	0.08	1600	G	94%	1%	3%	2%	1%	0%	C	0.101	F	0.506	1600	G	2002
						From: SR 38 WEST										

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						2Axle	3+Axle	1Trail	2Trail								
Amelia County																	
1003	0.03	5400	G	94%	1%	3%	2%	1%	0%	F	0.108	F	0.545	5300	G	2002	
				From:	SR 38 EAST												
				To:	04-1005 WEST												
1003	0.05	590	G	94%	1%	3%	2%	1%	0%	F	0.105	F	0.574	580	G	2002	
				From:	04-1005 WEST												
				To:	04-1005 EAST												
1003	0.06	350	G	94%	1%	3%	2%	1%	0%	F	0.111	F	0.590	350	G	2002	
				From:	04-1005 EAST												
				To:	04-1004												
1003	0.17	90	R								NA		NA			04/24/2000	
				From:	04-1004												
				To:	Dead End												
1004	0.28	310	R								NA		NA			1997	
				From:	04-1003												
				To:	US 360 BUS												
1005	0.05	220	R								NA		NA			04/24/2000	
				From:	Dead End												
				To:	04-1003 EAST												
1005	0.19	4500	G	97%	1%	2%	1%	1%	0%	C	0.1	F	0.509	4500	G	2002	
				From:	04-1003 WEST												
				To:	US 360 BUS												
1006	0.15	90	R								NA		NA			1997	
				From:	04-1002												
				To:	SR 38; 04-1003												
1007	0.07	330	R								NA		NA			04/05/2000	
				From:	04-656												
				To:	US 360 BUS												
1007	0.03	1100	R								NA		NA			1997	
				From:	US 360 BUS												
				To:	SR 38 W; 04-1009												
1007	0.07	950	R								NA		NA			1997	
				From:	SR 38 EAST												
				To:	04-1005												
1007	0.12	100	R								NA		NA			1997	
				From:	04-1005												
				To:	04-1004												
1008	0.04	150	R								NA		NA			04/24/2000	
				From:	04-1003												
				To:	US 360 BUS												
1009	0.50	750	G	95%	1%	2%	1%	1%	0%	C	0.122	F	0.511	740	G	2002	
				From:	SR 38 SOUTH												
				To:	04-1002												
1009	0.15	640	G	95%	1%	2%	1%	1%	0%	F	0.121	F	0.669	630	G	2002	
				From:	04-1002												
				To:	04-1003												
1009	0.10	1400	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.640	1400	G	2002	
				From:	04-1003												
				To:	SR 38 N; 04-1007												
1009	0.03	360	R								NA		NA			1997	
				From:	SR 38 N												
				To:	04-656												
1012	0.18	46	R								NA		NA			04/17/2000	
				From:	Dead End												
				To:	04-614												
1013	0.05	2300	R								NA		NA			1991	
				From:	04-614; 04-1014												
				To:	SR 38												
1014	0.08	1200	R								NA		NA			1991	
				From:	SR 38												
				To:	04-614; 04-1013												
1015	0.06	50	R								NA		NA			04/24/2000	
				From:	US 360 BUS												
				To:	Dead End												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
(1016)	0.43	130	R			From: Dead End					NA			NA		04/17/2000
						To: 04-634										
(1020)	0.10	100	R			From: Dead End					NA			NA		1997
						To: SR 38										
(1022)	0.23	140	R			From: SR 38					NA			NA		04/05/2000
						To: Cul-de-Sac										
(1030)	0.41	150	R			From: Dead End					NA			NA		04/05/2000
						To: 04-656										
(1031)	0.18	NA				From: Cul-de-Sac/					NA			NA		
						To: 04-00656(B)/										
(1035)	0.18	270	R			From: 04-628					NA			NA		04/19/2000
						To: 04-1036										
(1035)	0.11	140	R			From: 20-1037					NA			NA		04/19/2000
						To: Cul-de-Sac										
(1035)	0.04	45	R			From: Cul-de-Sac					NA			NA		04/19/2000
						To: Cul-de-Sac										
(1036)	0.14	70	R			From: Cul-de-Sac					NA			NA		04/19/2000
						To: 04-1035										
(1037)	0.11	45	R			From: Cul-de-Sac					NA			NA		04/19/2000
						To: 04-1035										
(1040)	0.68	NA				From: Cul-de-Sac/					NA			NA		
						To: 04-00628(B)/										
(1045)	0.54	NA				From: Cul-de-Sac/					NA			NA		
						To: SR-00153(B)/										
(1046)	0.22	NA				From: 04-01045(B)/					NA			NA		
						To: Cul-de-Sac/										
(1101)	0.51	190	R			From: Dead End					NA			NA		1997
						To: 04-1102										
(1101)	0.10	220	R			From: 04-640					NA			NA		1997
						To: 04-1101										
(1102)	0.10	30	R			From: Dead End					NA			NA		04/27/2000
						To: 04-604										
(1115)	0.58	70	R			From: Cul-de-Sac					NA			NA		1997
						To: 04-705										
(1120)	0.05	60	R			From: Cul-de-Sac					NA			NA		04/24/2000
						To: 04-705										
(1121)	0.05	60	R			From: Cul-de-Sac					NA			NA		1997
						To: 04-705										

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
1201	0.28	430	R	From:	04-604					NA				NA		04/05/2000
				To:	04-1202											
1202	0.46	310	R	From:	Dead End					NA				NA		1997
				To:	04-1201											
1202	0.10	60	R	From:	04-1201					NA				NA		1997
				To:	Dead End											
9013	0.14	510	R	From:	04-614					NA				NA		04/26/2000
				To:	AMELIA HIGH SCH											
9014	0.08	210	R	From:	04-614					NA				NA		04/26/2000
				To:	AMELIA HIGH SCH											
9061	0.15	NA		From:	SR-00038(B)/04-01020(U)/ENT TO AMELIA					NA				NA		
				To:	Shadow of 0/											
9756	0.09	320	R	From:	04-614					NA				NA		04/26/2000
				To:	AMELIA ELEM SCH											